THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. X NO. 18. CLEVELAND, O., MAY 3, 1888. $2.00 PER ANNUM. SINGLE COPIES 5 CENTS.

Det. Bel. Isle & Windsor Ferry Co. 03

AROUND THE LAKES.

CLEVELAND.

Messrs. Woodward & Jackson, "the" shipsmiths of this port, have done an extensive business this winter and spring. They have also done the work in their line on the new steamer H. J. Johnson, to the satisfaction of all concered.

The yard of the Cleveland Shipbuilding Co. is a scene of much activity. The new steel steamer is more than half plated and the work is being rapidly pushed. The keel is part laid for the new Michigan Central railroad transfer, and the iron in the yard for the rest.

The tug Cushing has been in dock of the Cleveland drydock for repairs on her shaf; the steambarge Sheldon for a new shaft and calking; Sandusky for a new stern post and repairs to her rudder shoe; tug Nonsuch, repairs to shoe, some new planking forward and sheet iron in places, and the steambarge Business to have her wheel fastened, bolts calked and minor repairs.

The enterprising firm of C. H. Presley & Co., dealers in engineers' supplies, 24 South Water street, have taken the agency for an improved injector and ejector, with which they are fitting out many of the boilers used in this city and on steambarges and vessels here. Up to this time they have furnished these valuable instruments for the tug Allie May, steambarge Henry J. Johnson, Cleveland Drydock Co. and Austin Powder Co., and have put in boiler and engine complete with injector for the hoisting apparatus of the schooner Comrade. These injectors are also used in the following boats, which have been fitted on at other ports this spring: Gettysburg, Schoolcraft, Torrent, Alpena, Lansing, Gilcrist, Justice Field and Stafford.

Yesterday afternoon Capt. Mark Barry, master of the schooner Murray, while walking down from the office of the Kelly's Island Limestone Co. to his vessel lost his pocketbook, containing $105 cash and a certified check for $50, and a friend went to some of the dailies and advertised the loss, offering a reward for the recovery. About 9 P. M., before any city paper could make the loss public, Mr. Charles O'Mallay of 94 Harbor street, city, who picked up the pocketbook on Superior street, had hunted up the vessel and captain and returned the pocketbook and papers intact, and when tendered $20 for his honesty refused, claiming he had done only his duty as a man and citizen. Capt. Barry takes this opportunity to tender his sincere thanks to Mr. O'Mallay, as the loss would have been felt by him as much as it would by anyone in similar circumstances.

Meteorological summary for the week ending May 1, 1888:

Mean actual barometer	29.46
Mean temperature	53.6
Mean humidity	60.6
Total precipitation	40.
Prevailing direction of wind	S.E.
Total wind movement	1103
Av. cloudiness	3.1
Av. state of weather	Clear.
Max. temperature, highest	79.0
Min temperature, lowest	27.0

W. H. HAMMON, Sergt. Signal Corps, U. S. A.

BUFFALO.

Special to the Marine Record.

The Lake Erie Boiler works of this city have just furnished for the steamer Susan E. Peck, owned by Capt. John Green et al. of this city, a rectangular fire box boiler 9½ feet in diameter and 16 feet long. The contract for this boiler was closed March 28, 1888. The work was begun Abril 9 and the whole thing completed April 28, in exactly 18 working days. This boiler has two fire boxes and is allowed to carry a working pressure of 125 pounds of steam. This, so near as we can learn, is pretty fast work even for "hustlers" like the L. E. B. works, and if not the most rapidly built boiler in any vessel on the lakes. Next.

Four vessels arrived at this port Sunday and one departed. The steel steamers Corsica and Cambria, light, came in about 3 P. M. They started from Cleveland at 8 P. M. Saturday. The Corsica was on her first trip, and several interested parties accompanied her. These were H. M. Hanna, president; J. F. Pankhurst, vice-president and general manager; J. H. Smith, superintendent, and Walter Miller, draughtsman of the Globe Iron Works company, which built her as well as the Cambria; W. F. Gregory, chief engineer of the Lehigh Valley line; Jack Beverly, compass adjuster, and A. A. Pomeroy of the MARINE RECORD. All of them seemed satisfied with the ship's action. Captain Cummings is master of the Corsica and Captain Ed. Mooney of the Cambria. They are good looking boats, well built, have finely finished cabins, and as they lay off the Lackawanna trestle attracted favorable attention. The Cambria has shown big speed, and it is expected that the Corsica will do likewise. They belong to the Mutual Transportation company, and have a blue striped globe on either side of their single funnels. These were the first arrivals of the season.—*Buffalo Courier.*

The Vienna and consort Verona, light from Ashtabula, arrived at 5.30 P. M. All of the tour will load coal for Milwaukee. Their officers reported that the ice extended up about twenty-five miles, and reached nearly from shore to shore. It was well broken up but many of the cakes were large and firm, and considerable dodging had to be done to get through the field. Tugs helped the vessels into port. There was a general opinion that if this ice should be shoved down by a strong wind it would be impossible for a steamer to work through it. As long as it remains loose it will cause no great trouble.

The tug John Johnson towed the steambarge Mentor through into clear water, about four miles above Port Colborne. The scow-shaped steamer then went on to Sandusky with her coal cargo.

The steambarge J. E. Potts and barge Keweenaw came up from Tonawanda Sunday, where they wintered. They will take coal cargoes.

The harbor and river lights were put up Saturday night promptly after the first movement at this port.

Several vessels made a start Monday. It is hardly worth the cost to tow barges through twenty-five miles of ice, so tows will probably not be anxious to get away just yet. Quite a number of line propellers are in shape to go just as soon as encouraging reports are had from the straits.

The steamer Oceanica is in the Union drydock for new steel arches, stanchions, rails and bulwarks and other necessary repairs. She has just received a new iron boiler house. The Passaic was in dock for bottom calking.

At the Union dry dock they are putting in a new steam derrick with 50 tons hoist, arranged so as to work on both docks.

Howard H. Baker & Co. have one of the finest stocks of ship chandlers' goods on the entire chain of lakes. This firm occupies the four stories of a large building on the Terrace, Nos. 18, 20, 22, 24 and 26. Messrs. Baker & Co. are very busy fitting out and furnishing vessels. They have furnished four Providence steam windlasses for new steamers this winter, and have just sent out 130 fathoms of nine-inch line—one order for the Montana, one for the City of Rome and one for a steamboat which left this port Saturday afternoon. They are also finishing up canvass and rigging for several boats. They have also furnished the canvass and rigging for Hon. James Ash's new boats built at Cleveland and for the Union line steamer "Chemung" and the new boat recently launched at Mills's yard. Howard Baker & Co. will open up the D. S. Austin ship chandlery store on the docks as soon as the season is well along.

It pleased the "editor man" to meet an old retired sea-dog, Capt. John Seifert, at whose first class hotel he was very richly entertained. Capt. Seifert is an old friend of Capt. Bill Togus and also of Capt. John Bartow, who with Hamilton J. Mills make a full team on any course. Capt. Seifert is quite proficient in the sailor accomplishment of "splicing the main brace."

The following vessels have been docked at R. Mills & Co.'s and received necessary repairs, some of which were quite extensive. Steamers Araxes, Arabia, A. Wiston, Wiley M. Egan, Winslow, Vanderbilt, J. C. Gilchrist, Badger State, Conemaugh, H. D. Coffinberry, Fountain City, schr Brightie, barges Uranus, Dan Rogers, T. S. Atwater, Wenona and tug James Adams.

The new boat to be launched at Mills's yard will be named the Robert Mills.

Manager Caldwell, of the Western Transit line, announced the following appointments: Albany, Frank Williams; Arabia, Patrick Shea; Badger State, S. E. Chatterton; Boston, J. H. Dissett; Buffalo, John Cornish; Chicago, A. J. McDonald; Commodore, James Carlisle, Empire State, Alvah Shaver; Fountain City, G. W. Boyce; Hudson, Robert Jones; Idaho, Donald Gillies, Milwaukee, R. D. Gardner; Montana, Samuel Golden; Syracuse, Valentine Jones; Vanderbilt, John Hayes; Wyoming, James Drake. No appointment will be made for the Harlem, building at Wyandotte, until she is finished, which will be the last of May. Eleven of the steamers will run to Chicago and Milwaukee, and the remaining six to Lake Superior ports.

A last attempt to fix up a hull insurance pool was made here, and the meeting ended in a row as all others have. Out of town agents were G. W. Franklin and Thomas G. Crosby, of Chicago, and David Vance, of Milwaukee. Townsend Davis, of Smith, Davis & Co., said after the others were gone that there would be no pool this year, either hull or cargo. The trouble was that Crosby demanded rates and percentages in the port that the others refused.

The opening rate of coal has been fixed As was stated certain brokers were hard at work trying to make it appear to any shipper who would listen, that it would pay him to take all the available tonnage at 75 cents to Chicago, and it was given out that the fact had been accomplished. Most of the boats were taken quietly last week, and the secret was easily kept till the boats began to move. But Tuesday the City of Rome and the barge L. W. Drake went to load and the story had to be told. The rate is just what the vessels stood for, 75 cents to Chicago. Everything was taken by the Lackawanna Co. and all the tonnage that could be readily covered by the brokers was put in. With the company's own boats the amount of room is nearly 30,000 tons. The following vessels make up the list: Propeller City of Rome consort H. R. Newcomb; Oregon, consort H. D. Alverson; J. P. Donaldson, consorts Brightie and Donaldson; W. A. Avery, consort H. A. Hawgood; Anna Smith, consort Redwing; schooners Scotia, Francis Palms. Unadilla, all for Chicago or Milwaukee, at shipper's option; propeller J. C. Pringle, consorts Sweetheart, Sunshine, and F. B. Gardner; J. E. Potts, consort Keweenaw; Araxes, consorts American Giant, L. W. Drake, all for Toledo at 50 cents. This tonnage is to be shared by the taker with E. L. Hedstrom and the Delaware & Hudson Co. The other shippers are left and hardly know how to regard the situation. There is more tonnage, but it is held by other brokers or is not ready to load.

The propeller Owego is to be given a load of coal at the Pennsylvania coal dock, here, in order to test her carrying capacity. She has on board some cement which she carried on her trial trips last fall. This will be unloaded and it is expected that she will carry 800 tons of coal on fourteen feet draft.

PORT HURON.

Special to the Marine Record.

Capt. Fred Watson of the barge William Crosthwaite has been very sick on board his vessel, but is now on the gain.

The wind is north, a gale. A large fleet is now lying here waiting to go out. Some went, but had to run back.

The fun begins Monday, April 30, between the steamers Cole and Idlewild, on the river between here and Detroit.

The schooner Lizzie A. Law has been in Dunford & Alverson's dock to be recalked.

The E. E. Tyson has been docked to stop a leak.

The barge Crosthwaite has been entirely rebuilt, new cants forward and aft, keelsons, ceiling deck beams, decks, rail, stantions, cabin and one more spar added to her. She now is a three-master. She has been handsomely painted, green hull and white bulwarks. Capt. Watson is very proud of his new boat, as she may well be called new. The repairs were made at Dunford & Alverson's, and will cost about $12,000. She is as good as new and will rate the same as when launched. She will tow with the steambarge Edwin Tice.

Steambarge R. Stewart is having her boiler repaired at Love & Scofield's.

Phœnix Iron Works has all the work in hand that they could wish. A big gang of men and lots to do.

The A. A. Turner has received her new boiler and is about ready for work.

All the boats here are ready to begin work as soon as they can find anything to do.

The Idlewild now leaves this port every morning at 6:45.

The ferry Dormer has been given a new whistle and it is a screacher.

The scow Magruder went out of Black river Saturday, on her first trip.

Work has been commenced on the large Beatty Line boat, to be built at Sarinia.

The steam barge Oscoda, passed down on her third trip this season, on Tuesday morning.

The schooner Hattie Wells, left for Toledo on Wednesday, where she will load coal for Ludington.

The tug Cheney went to Oscoda, on Tuesday to release the barge S. J. Tilden ashore at that place.

The Porter Chamberlin has been chartered to carry lumber from Alpena to Cleveland at the going rates.

The Rhoda Stewart's boiler is being repaired by Love & Schofield. It failed to stand the government test.

The weather continues cold and the ice solid at the Straits. It is probable that boats cannot get through before May 10 or later.

The steamer Darius Cole arrived up from Detroit on Saturday. She will leave this end of the route every morning hereafter.

The schooner Mary Deyer has receiced a thorough rebuild at the Wolverine dry dock. She is one of the handsome boat son the lakes.

The steam barge Cleveland and consorts are painted this year with a red hull, black bulwarks and white cabins. They all look well.

The steam barge Idlewild now leaves Port Huron for Detroit and way ports at 6:45 in the morning instead of 7 o'clock. People will bear this in mind.

Friday morning the schooner Blake left Sarinia for Toledo. The captain seemed rather bleareyed and ran her ashore below Sarinia. She was released and started down the river, ran ashore below Sanborn's elevator, was released but ran ashore below Sarinia again.

CHICAGO.

Special to the Marine Record.

The fine steamships Sitka Charlemagne Tower and George Spencer, left this port Saturday morning for Buffalo. They were the first departures of the grain fleet this season.

The steambarge Thos. R. Scott collided with the steamship Lansing, Saturday morning, when entering port. The Lansing was laying on the south side of the river outside of a schooner. The steambarge Bulgaria was aground in the middle of the river about 100 yards away apposite the Vermont line's warehouse. As soon as the Scott had passed the Bulgaria, she sheered over across the river and struck the Lansing's stem and port bow, doing considerable damage to her own stem and bow as well as the Lansing's.

Captain Wm. Dickson arrived here Saturday to take charge of the Lehigh Valley Co's steamship Clyde, his new command.

Captain H. Bonner arrived from Buffalo, Sunday, to take charge of his boat.

A. J. Smith, who was chief engineer on the steamship W. J. Averill for the last three seasons, has fitted out her machinery for this seasons work, and left her to fill an appointment, ashore, as engineer of the Chicago Arc light and power company. We wish him great success. Walter Trevelin of Port Huron, will take his place on the Averill.

Captain Frank Packard, well known on the lakes for many years, died at Milwaukee, Thursday, from pneumonia after a very brief illness. He went to Milwaukee about a week before his death to fit out the propeller Monahansett, and to fill the position of first mate, same as last year. His body was brought to Chicago Saturday and was buried Sunday, from his residence 210 West Polk street. A large number of his old marine friends attended his funeral. He formerly sailed the schooner Champion.

The schooner Guiding Star was chartered Saturday to load corn for Sarnia, at 1⅝ cents per bushel free of elevation. She will tow down with the steamship W. H Gratwick. The latter was chartered on Monday for 75,000 bushels of corn, to Buffalo, at 2 cents.

William P. Henry, the general manager of the Lehigh Valley Transportation company, arrived in Chicago Saturday morning, having come from Buffalo by way of Cleveland, where he stopped off to inspect the new steel steamship E. P. Wilber. Matters are progressing favorably on the new freight carrier, and it is thought she will start on her maiden trip on or about May 15. With the completion of the Wilber the tonnage capacity of the line will be as follows:

	Tons.
Prop Tacoma	2,100
Prop. Oceanica	1,900
Prop. Clyde	1 700
Prop. H. E. Packer	1,600
Prop. Fred. Mercur	1,700
Prop. R. A. Packer	1,300
Prop. E. P. Wilber	2,500

As will be seen from the above, the tonnage of the Lehigh fleet will be increased to 12,700 by the addition of the Wilber's capacity. The new boat will be in command of Captain Macfarland, who sailed the H. Packer last year. She cost $250,000.

The following has been adopted by the towing companies of Chicago for tugs working by the hour:

	Per hour.
24-inch cylinder and upward	$20
14 to 24-inch cylinder	16
Under 18-inch cylinder	14

The rates to South Chicago and Evanston are:

Vessel—	To South Chicago.	To Evanston.
Class 1	$28	$18
Class 2	30	20
Class 3	33	22
Class 4	36	24
Class 5	40	27
Class 6	44	30
Class 7	48	32
Class 8	50	34
Class 9	53	36
Class 10	55	38
Class 11	58	38
Class 12	60	40
Class 13	62	41
Class 14	64	43
Class 15	76	44
Class 16	68	45
Class 17	70	47

The Owego was chartered Monday for 28,000 bushels of corn to Sarnia at 1¾.

WILLIAMS.

DETROIT.

Special to the Marine Record.

George Morley's steambarge, R. C. Britain, arrived down Thursday with a cargo of lumber from Acoda. The Britain, with consorts Reindeer and Colorado, leaves for Lake Huron. This is the first cargo of lumber to Detroit from above this season.

The new propeller Mecosta, built at Wheeler's shipyard, West Bay City, for David Whitney, Jr., of Detroit, arrived and is tied up at Shipman's coal dock. The Mecosta is one of the largest modern steamers on the lakes, being 280 feet keel, 300 feet over all, 40 feet beam and 23 feet hold. She has triple expansion engine cylinders with 40 inch stroke, Williamson Bros. steam steering apparatus, and Providence steam windlass and capstans. She will enter the Lake Superior ore and grain trade and will be commanded by Captain W. H. Hutchinson of Port Arthur.

Gen. Poe, of the United States engineers' office, recently let the contract for dredging the harbor at Cheboygan to Chauncey E. Mitchell at fourteen and four-tenths cents per cubic yard. The dredging will continue until the appropriation of $13,000 is exhausted. He has also let the contract for drilling and blasting in the Sault canal to Hickler & Green. This contract calls for the removal of all the rock for a distance of 700 feet above the movable dam to a uniform depth of at least 21 feet. It will require the drilling of 2,000 holes six and one-half feet deep and about two inches in diameter so that a cartridge, one and three-quarter inches in diameter and containing three-quarters of a pound of hercules powder can be used in each hole. The contractors furnish everything and get $4.47 per hole for the drilling and blasting. It is estimated that they will finish 160 holes each 24 hours.

KINGSTON.

The schooner Blanche was to clear for Oswego Tuesday.

The schooner Oliver Mitchel is getting new spars at Oswego.

Captain Nicholson, of the steamer Hero, was in Belleville Saturday

The barges Huron and Dakota are loading ties at the spile dock for Oswego.

Hamilton.

The propeller Armenia, which was purchased recently by Mr, Claven, arrived from Charlotte this morning.

Great cakes of ice floated down from around four mile light house yesterday afternoon and Monday and blocked up the harbor.

The Two Brothers, which arrived at Hamilton on Tuesday evening with coal, was the first arrival there of the season. Captain McCrimmon is looking for his new hat.

The B. W. Folger got through the ice Monday afternoon at four o'clock and reached the open lake. The D. D. Calvin and tow and the Jessie Breck reached open water this morning.

THE FREE SHIP BILL.

The Dunn free ship bill, as reported to the house by the committee on merchant marine and fisheries, is identical with the bill reported to the last congress with the exception of two amendments limiting the business of the foreign built vessels admitted to American registry to the foreign trade, and expressly prohibiting them from engaging in the coastwise trade of the United States. The majority report is also similar to that which accompanied the bill when it was reported during the last congress with the addition of a few tables from the report of the commissioner of navigation and the statement that "to longer retain in force the superannuated laws of so called protection to our merchant marine and the shipbuilding interests of our country which have produced the present disastrous and humiliating conditions which would seem to be worse than ordinary folly and would protection run mad."

A minority report is signed by Messrs. Dingley, Farquahar, Hopkins, Felton, Cummings, and Clark. It says the bill originates in a remarkable manner, for aside from the bare majority of the members of the committee who voted to report the bill favorably to the house, and the individual who advocated the inclusion of our coastwise tonnage in the provision of the bill, not a person, nor a company, nor a maritime association, nor a board of trade, nor a trades guild or union of workingmen, nor a single knight of labor, nor an American sailor, nor an American merchant, nor an American shipper has by personal appeal or petition asked for the enactment of the bill into law. In this respect the free ship policy of reviving and restoring the American merchant marine is unique, to say the least. It is a serious injustice to the ship building industry, in that it is proposed to place on the free list a completed manufacture of the most complicated character while every other completed manufacture imported from a foreign country is left with a duty of at least 30 per cent. It is true that a section of the bill allows the importation of shipbuilding materials free of duty. But this is only a mockery, for the reason that the materials of even an iron vessel constitute but a small part of her cost. A free ship policy looks to the purchase abroad of the vessels we may want for the foreign trade, and would result in the destruction of the shipbuilding industry of this country. The average wages paid in an American shipyard are at least 50 per cent higher than in an English shipyard; with this disadvantage, no capitalist would invest the money required to establish extensive shipyards in this country with the knowledge that he must complete with English builders in the common market. While the bill on its face limits the free importation and registry of foreign built vessels to such as are intended for the foreign trade, yet every one practically acquainted with the subject understands that no one would import and register a foreign built vessel unless he believed that the law would be ultimately so modified as to allow him to use the vessel in the coastwise as well as the foreign trade. It would be impossible to resist the appeal that would come from every man who imported and registered such a vessel to allow him to use the vessel in all trades. Good lawyers maintain that when a vessel is granted an American register she cannot be denied all the privileges which the laws grant to other American vessels, and that the law in this respect would be void. Therefore the passage of the bill would be justly regarded as the entering wedge for the admission of foreign built vessels to our coastwise as well as foreign trade.

DRILL SHIPS.

The Cleveland MARINE RECORD talks nonsense after about this fashion: It would like to see naval batteries with large provisions for drilling seamen in the art of war at Duluth and Oswego and drill ships at Chicago, Cleveland, and Buffalo, these ships to be manned by 3,000 to 4,000 well-disciplineb men. The idea is elaborated to the extent of a column and a half.—*Buffalo Express.*

The above criticism must be computed to the unlimited gall—coupled with an entire lack of knowledge and dense ignorance of marine affairs.

It is a singular, though well known fact, that a person having a months yachting experience, can talk more sailorizing and give important pointers than any old sea dog that comes along. With only having a speaking aquaintance with a few mariners, and an hour or two spent on board of a vessel tied up to a dock, just such an individual as the above would be in a position to knock the nautical parlance, and the entire professional conceit out of the rear admiral of the Nonsuch.

The general business seems so trifling to a superior and elevated mind, that the superficial knowledge required to drive a marine omnibus may at once and without further loss of time be acquired, scooped in as it were and stored away for the present, the future, and all time use and reference. The one thing more yet not absolutely needed, to polish up and round off the corners, would be a trip across the Atlantic, and ten minutes conversation with a flat foot or two might really, and frequently does, give such a crank as the above, an idea that he would like to have the captain washed overboard and lost for an hour, so that he might be in a position to air his great store of nautical phraseology, and his immense wisdom of marine subjects generally, and then stand from under.

The House Committee on Merchant Marine and Fisheries has authorized a favorable report on the Dunn bill, making it lawful for citizens of the United States to buy vessels built in whole or in part in any foreign country, import them free of duty or other charges and have them registered as vessels of the United States; and to be entitled to all the rights and subject only to the same regulations as vessels built wholly within the United States. It provides further that all or any part of materials necessary for the construction and equipment of vessels to be built and furnished in the United States after January 1, 1889, may be imported in bond and upon proof that such materials have been used for such purpose no duties shall be collected or paid thereon.

The committee, by a vote of 5 to 4, authorized an adverse report on the Cummings bill, providing for the payment of a bounty of thirty cents per registered ton for each 1,000 miles sailed to all vessels built and owned wholly in the United States engaged in the foreign trade.

The official schedule of the Lake Superior Transit line is out. It gives the following propellers constituting the fleet: Nyack, India, China, Japan, Winslow, Empire State Badger State, Idaho Fountain City, Vanderbilt, Annie Young, Gordon Campbell, Starucca, Montana. The last five are freight boats and will not be run on schedule time.

A telegram from Duluth says: C. S. De St. Croix, English agent of the London shareholders of the Scandinavian elevator company, the new concern just formed here and at Minneapolis, is in the city looking up matters. He is sent out by the company to make a report as to the feasibility of the project of building terminal elevators here and at Minneapolis and at Buffalo, so as to ship the grain of the northwest through to Liverpool direct. The company is incorporated with $2,000,000 capital, half of which is to be taken by the foreign members of the company and half by the American. It is to be governed by a board of directors, the five Englishmen to be represented here by the cashier of a leading Minneapolis bank. The elevator to be built here will be of 750,000 bushels capacity, while that at Buffalo will be more. The company is already in control of a large number of country elevators through C. C. Wolcott & Co., and the farmers' alliances of this state and Dakota.

MARITIME LAW.

DEMURRAGE—FAILURE TO FURNISH CLEARANCE PAPERS—CONSEQUENT DETENTION—LIABILITY OF CHARTERER—CUSTOM.

U. S. District Court Southern District of New York.

A vessel's charter provided that charterer should be liable "for any detention of the vessel by his default" after the expiration of the lay days. Her loading was completed on Friday; her lay days expired on Saturday; her papers were furnished by charterer the following Monday afternoon and the vessel sailed Tuesday. This suit was brought against the charterer for demurrage, under the above clause of the charter. Evidence was given of a custom allowing charterers one day after the loading is completed in which to furnish necessary papers, and charterer claimed that he was entitled to one day for such purpose after the expiration of the lay days. Held, that no custom was proved, or would be sustained, allowing charterer more than one day after the loading is in fact completed or until the end of the lay days, if that be later, and that the ship cannot be detained after the lay days have expired, without compensation, when the loading has been actually completed. Detention by failure to furnish clearance papers being sufficient to charge charterer under the above clause of the charter, held, that he was liable for one day's demurrage.

Brown, J.

The respondent chartered the libelant's bark Lillian, agreeing to pay $60 per day "for any detention of the vessel by his default", after the expiration of 15 lay days. The lay days expired on Saturday, August 31, 1887. It was the charterer's duty to furnish the master certain documents in order to enable her to procure her clearance and sail for her Spanish port. Her loading was completed early on Friday. During Saturday repeated demands were made upon the respondent for the necessary documents. They were not furnished until Monday afternoon, just in time to clear at the custom house but not in season to make it practicable to sail until the next morning. Evidence was given of a general practice and understanding in accordance with a rule of the produce exchange, which allows charterers one day after the loading is completed in which to furnish necessary papers and documents. The reason of this rule was stated to be that it is found generally impracticable to obtain the necessary bills and documents at the moment the loading is completed.

There was no default in this case as respects any of the express clauses of the charter in regard to loading; and the charter stated nothing in regard to furnishing papers and documents. It cannot be doubted, however, that it was the charterer's duty to furnish these papers. The fifteen lay days were for the purpose of loading. But the general clause giving demurrage was designed, I think to bind the charterer for the neglect of any duty required of him to enable the vessel to sail.

For the respondent, it is claimed that he was entitled to one business day in which to furnish the ship's papers after the lay days had expired. That, however, is not the language of the producte exchange rules, nor as it seems to me, its intention, where the loading is in fact completed before the lay days have expired. In some cases where the time to complete loading is advertised, it is the practice to allow desired changes of cargo up to the last moment; and when that is done, the charterers perhaps should not be held in default as respects a customary obligation until he has had the customary additional day to comply with it.

The proof shows in this case that the loading was entirely completed early on Friday. There is no evidence that any more loading of the vessel was designed or expected. The produce exchange rule of itself has no binding force. But it may be referred to as an aid to understand the custom testified to; and I do not think there is any custom other than that rule. Looking at all the evidence, I do not think there is proof of any custom that warrants more than the allowance of one additional day to furnish the ship's documents after the loading is in fact completed, or until the end of the lay days, if that be later; and that the ship cannot be detained after the lay days have expired without compensation when the loading has been actually and practically completed more than a day before. The reason of the custom and of the rule in that case fails, and it becomes unjust to the ship to enlarge the time, because that would be practically to extend the stipulated lay days without cause, and no such alleged custom could be sustained. I must hold the respondent therefore, in default for not furnishing the ship's necessary documents on Saturday. As he had the whole of that day, however, in which to do it, the following day being Sunday, the ship could not have sailed until Monday morning. His delay kept her until Tuesday morning, and the libelant is therefore entitled to one day's demurrage, viz, $60, with interest and costs.

March 23, 1888

Mr. W. O. Pitt of this city has commenced building a miniature model of the famous racing sloop Volunteer some time past, and has lately finished it. She is a beauty in all respects, and looks as if she could take a towline from foreign rivals. This miniature model was built on a keel of 50 inches, 72 inches over all, 16 inches beam and has 12 inches depth of hold, her stern overhanging about 9 inches from the rudder post. Her bowsprit outboard is 23 inches, height of mainmast from deck to head of spar, 46 inches, topmast from heel to top 36 inches. The doublings are 5 inches, crosstrees 9 inches, extending 4 inches on each side of spar. The length of main boom is 62 inches, length of gaff 36 inches. Her canvass was also made by Mr. Pitts, she having a complete set; mainsail, staysail, jib, jib topsail, blooming jib, club topsail and spinnaker, even to the watersail. It sets very well, each having its proper sheets, halliards, etc., 3 sets of reef points in the mainsail, also the necessary ones in the headsails. The hoist of this model's working canvass is as follows: Mainsail, 30 inches; jib, 58 inches and 33 on the foot; staysail 42 inches and 25 inches on the foot. Her rigging is exceedingly well done. Her stays are of wire, also very small cord for sheets and halliards. This dainty little craft may be seen at A. J. Wenham & Sons, wholesale grocers, private office, where everybody may admire her beauty and finish. The hull is of pine, finished in oil and varnished, the deck laid in narrow strips of white holly and black walnut. Her cabin top is of mahogany, black walnut and cherry and about 25x9x1 inches in size, and is portable, to show her center board box and inside fittings. The centerboard chain leads to the cock-pit, which is oval in form, 9x8½ inches, containing a wheel, compass and stand, also cushioned seats on each side. Bulwarks of black walnut run all around her ½ inch in height. She is complete in every respect, even to her side lights, which are placed in position, cleats of brass, gilded anchors and signal gun, with acapstan for raising her anchors.

The cigar shaped steamer building at Duluth, by A. McDougall, will have the Winter patent rubber hawse pipe stopper, furnished by the American Ship Windlass Co.

A tug is the only thing that has its tows behind.—*Chicago Herald.*

OIL ON THE WATERS.

The New York Herald had the following: "Wilhelm Meissel, second officer of the steamship Werra of the North German Lloyd, has invented an oil rocket that throws oil over a very large area. The invention consists of the rocket proper and an oil cylinder with an exploding chamber. The cylinder is fashioned of thin tin, soldered at bottom and top, and the exploding chamber is also made of tin and has a hollow tube reaching into the center of the oil cylinder filled with powder. The rocket may be exploded under water, the oil, being lighter, naturally rising to the surface. Interesting experiments have been made proving the practical value of the invention. In November last, on a voyage of the steamship Werra from New York to Bremen, Captain F. Bussius took a hand in ascertaining how much benefit it might be to navigation. A rocket with an oil cylinder four inches high and a diameter of one and seven-eighths inches was fired at an angle of thirty degrees. It flew one thousand feet in front of the vessel and the cylinder exploded at a height of twenty feet above the water the oil was distributeb over an area of about two thousand square feet. Another rocket, a five-inch cylinder, was fired at an elevation of fifteen degrees in order to make it explode under water. The feat was accomplished and the oil rose promptly to the surface and was distributed over a vast area. Many other experiments were made the same day mentioned, and each was followed by the spectacle of a comparatively smooth sea wherever the oil had spread.

"Experiments were also made on November 15 and 18 on the River Weser in the presence of the Imperial Commission, Captain Weikmann and Captain Noltenius, of Bremerhaven. From the deck of the steamship Werra five large rockets were fired a distance of 4,500 feet, and the oil covered an area of 2,000 square feet. As soon as the oil had spread the rolling of the sea quieted down.

"The rockets have been used in this port in the way of experiment and will it is said, be of great value to life saving corps along the coasts in calming the waters between the shore and vessels in distress."

A number of successful experiments have been made in lake storms with oil in canvas bags, and oil let overboard from vessels' bows. It would seem as if this new way of scattering the fluid ought to meet with favor. How nice it would be for her passengers should a steamer fire an oil rocket ahead every few minutes, so as to give the ship a smooth passage through a big blow.

Judge Chipman has made a favorable report from the House Committee on Foreign Affairs upon the bill introduced by Congressman Nutting, of New York, to provide for aiding vessels wrecked o disabled in the waters co-terminous to the United States and the Dominion of Canada. The report states that the object of the bill is to obviate the difficulties and inconveniencies to the lake marine on the Canadian border. At present the vessels and wrecking appurtenances belonging to citizens of the Dominion and the United States can not render aid to vessels aground or otherwise disabled, save in the waters of their own country. In the great lakes this is a serious evil because, first, of the practical impossiblity of determining in every case which side of the line the vessel to be aided lies; and, second, because the time consumed in obtaining assistance from the nearest point within the jurisdiction of the country in which the aid is needed entails frequently large expense and occasionally severe loss. Seizures of American vessels followed by imposition of penalties for violation of the Canadian laws have been frequent and are the cause of constant irritation on the part of their owners and of lake navigation generally.

A bill has been introduced into the dominion parliament, extending the same privileges on similar conditions to American vessels which the Nutting bill does to Canadians. The object of both bills is to make the action of the two governments reciprocal. Hence, the provision is made that the American act shall not take effect until after proclamation by the President that the Canadians have extended the same privilege to the Americans. The Nutting bill includes the Welland Canal, the canal improvements between Lake Erie Huron' and the waters of the St. Mary's River and the St. Mary's Canal.

The Canadian bill referred to above was thrown out by the Dominion House of Commons on Wednesday night.

THE enemies of the river and harbor bill seemed disposed to fight it inch by inch, and to almost every paragraph amendment after amendment was offered, but in every case voted down by the house, which is inclined to stand by the bill as it comes from the committee on river and harbors. The chances are that consideration of the bill will be continued on Monday, and if finished at that time it will cause surprise. On Tuesday the tariff debate is to be resumed. It may be that there will be a conflict between the tariff bill and the river and harbor bill for the floor, for the friends of the latter insist it must be considered without delay in order that the senate can pass it and send it to the president in ample time to insure action by congress afterward in the event of a veto. The more the opponents fight it, therefore, the longer are they likely to delay the session. The river and harbor bill will not be likely to retain its place at the front longer than Monday, if it bd not disposed of by that time, untilafter the tariff bill is gotten out of the way.

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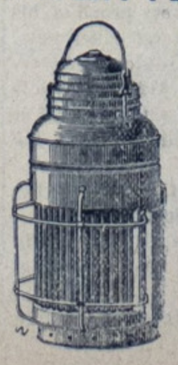

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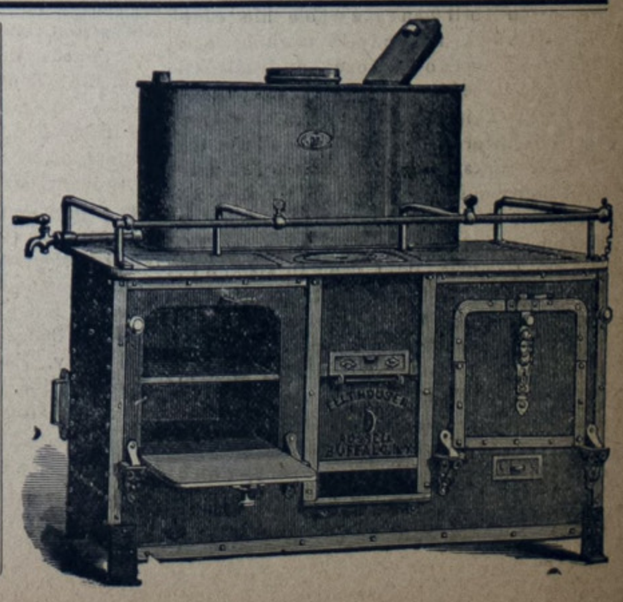

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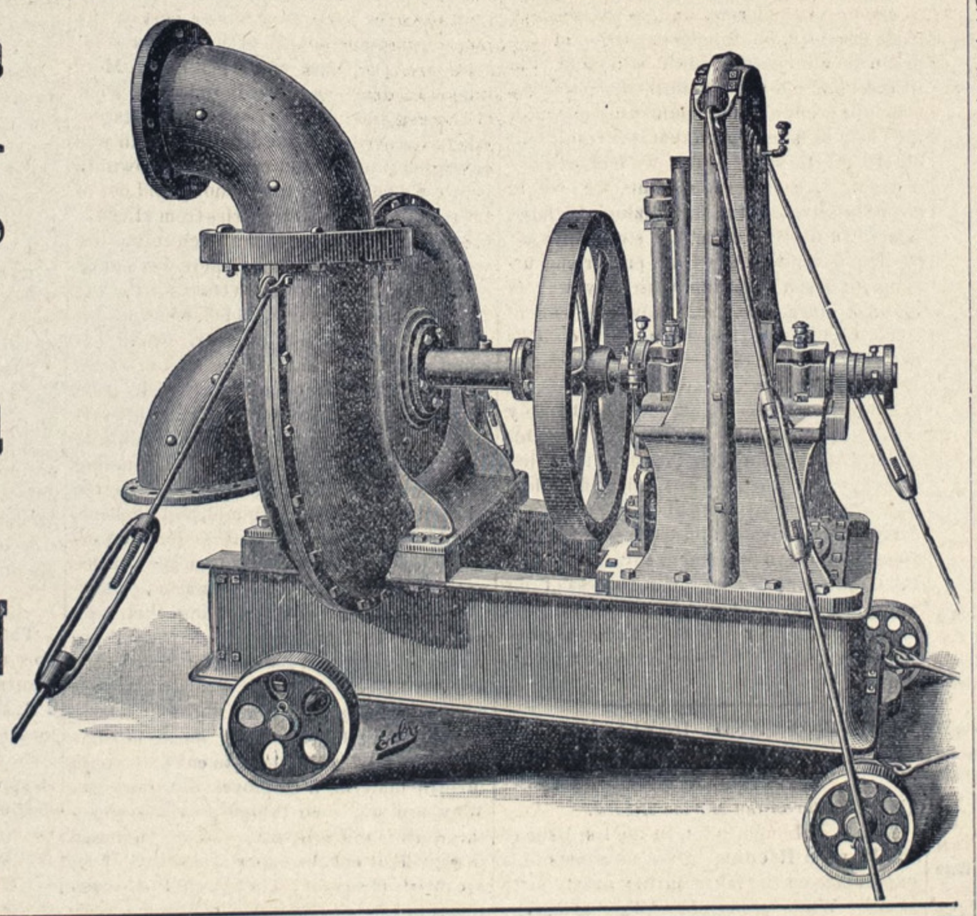

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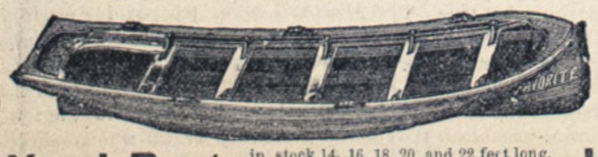

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NOTICE TO VESSEL OWNERS.

By resolution of the Cleveland Vessel Owners' Association, February 2, 1888, the assessment on the tonnage for 1888, custom house register, was levied the same as for 1887, viz: 3c per ton on steam and 4c on sail and consort. The secretary is not allowed to admit tonnage after the opening of navigation, therefore, all wishing to enter, should write or apply at once to

B. L. PENNINGTON, Sec'y and Treas.,
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PUBLISHERS NOTICE.

We take pleasure in asking the attention of our readers to the third enlargment of the MARINE RECORD inside of eighteen months. This week we have added two inches to the length of each column, which is equivalent to four columns of reading matter. We hope to see the RECORD a sixteen page paper before long.

NOTICE TO MARINERS.

The Grasse point light ship having been placed in position, the following sailing directions are issued for the benefit of deep draught vessels.

Having passed Windmill Point light about ½ mile, get on a range steering directly for the light vessel with Belle Isle lighthouse astern. Pass to the westward of the light vessel midway between it and the black spar buoy,

In going down, pass between the light vessel and the buoy and get on the range with Belle Isle light station ahead, and the light vessel astern, and carry this until the head of the river is reached, which will be indicated by the water deepening from 17 to 24 feet. This range will carry 16 feet of water across the flats at the present time.

The black buoy will be placed on the edge of a patch showing from 15½ to 16 feet. There is from 17 to 18 feet between it and the light vessel.

At the present stage of the water, vessels should not load deeper than 15½ feet to cross Grosse Point flats.

HORACE ELMER,
Commander U. S. N.,
Inspector 11th Lighthouse District.

FROM the edition of Geo. P. Rowell & Co's "American Newspaper Directory," published April 2d (its twentieth year), it appears that the newspapers and periodicals of all kinds issued in the United States and Canada, now number 16,310, showing a gain of 890 during the last 12 months and of 7,136 in 10 years.

TRIBUTARY TO THE GREAT LAKES.

We would like to call the attention of our readers to the large salt water basin situated at the northwestern limits of the United States territory. Just now the leading men of this section of the country, with the usual American energy and skill, are endeavoring to build up a mercantile marine to be engaged in the coastwise and foreign trade.

Puget sound may reasonably be called a salt water lake—embracing, as it does, a large area of valuable and productive territory, and in many instances comparing favorably with Lake Superior. There is an abundance of water, and but few hidden dangers to worry or annoy the navigator. At the same time there are excellent natural formed harbors that do not require large congressional grants to admit commerce, but simply the usual wharfage facilities and capital to transform the present small towns into important shipping points. Our object in calling the attention of our readers to this section of the country is more especially with a view of pointing out the industrial and consequently the financial benefits that are liable to accrue to those persons who are interested in the lake marine, when this western industry gains the impetus that the advantages of the country so eminently deserve. We believe that commerce, in the broad sense of the term, is already looking for another location on the Pacific slope, hence we must argue that in the natural course of events this country, to be spanned by active and increasing industry, must find a less expensive and more speedy means of transportation from the western to the eastern limits, and vice versa.

Carriage by water, besides being more direct, is handled at a less cost than by rail, and we were pleased to notice a few months ago the arrival of a large tea cargo at Tacoma, Washington territory [this port being situated in the eastern portion of Puget sound], and from there distributed along to the various eastern terminals.

In these days of commercial activity and national advancement it behooves the people of the United States to pay increased attention to the national requirements on our western border, and not allow the carrying trade of the north Pacific to be appropriated and swallowed up by foreign vessels, the same as we have already done in connection with our Atlantic ports. And just here it will be in order to notice that the British have recently subsidized a large and powerful fleet of ocean steamships to open up the eastern trade on the Pacific as an auxiliary and in direct connection with the Canadian Pacific railway.

Having the above facts in view, measures ought to be taken at an early date to encourage transportation over the lines situated in the United States—more distinctly as an offset and in opposition to the existing British line already established. Our large coast line on the Pacific gives material advantages to a mercantile marine, and, as the western trade develops, an immense portion of the products and merchandise will find the readiest and most economical transportation over this section of the country by means of the chain of lakes. And that this result will obtain in the near future we feel morally certain. At the same time we would strongly advocate the subsidizing of a large American fleet of merchant steamships for the Pacific trade, and with a proper encouragement given to sailing vessels by way of tonnage dues, etc., the advancement of trade, civilization and industry would be hastened along in the neighboring continent of Asia, and the commercial relationship and increased carrying trade would amply repay the most liberal measures that this country could entertain; besides throwing open the old world to our scientific talent and superior mechanical industries, the caraying trade would probably be diverted from the old groove, and eventually tend to the building up and ultimate success of our naval and mercantile marine, notwithstanding the past opportunities lost and the present unsatisfactory state of our maritime resources.

VARIATION AND DEVIATION OF THE COMPASS.

FERRYSBURG, MICH., April 25.

To the Editor of the Marine Record:

Mr. A. J. Louch, pilot, in the last issue of the MARINE RECORD, gives us some of his experience on the lakes during nearly forty years. While he may be skilled as a sailor and pilot, he has evidently been too much "in the fog," or given too much of his time to other matters, to have a clear idea of "variation," and the method of finding it.

This question is not the brain-twisting, complex, hair-splitting problem, he would have us think it is; but on the contrary, a very simple and easy problem, within the easy reach of land surveyors and navigators, though not, perhaps of all sailors. No dip-circle or micrometer, is wanted.

Moreover, it is not a problem that the sailor or navigator of the lakes need to trouble himself with; it was found, on shore, by the godetic surveyors, at the time of the lake survey. So that now the lake navigator has not to trouble himself with it at all, but only to apply it in shaping his course.

To find the variation, we have only to range out a true meridian by any of the many methods known to surveyors, navigators, engineers, and many others, and take the magnetic bearing of this line, which is the variation.

In this way was the variation found as given on our lake charts, and the delicate refinements spoken of by your correspondent, are only employed in observatories where terrestrial magnetism is studied as a science, or for the purpose of finding the laws of its change.

Your correspondent suggests the idea of employing the accomplished and scientific young men, of the United States navy, to establish compass stations at different places along the lakes where the deviation of the compasses on our lake vessels could be computed and comparative safety insured, "and not left to the tinkering method, now in use by the employment of so called compass adjusters "for no compass, however excellent in workmanship, will perform with steadiness and accuracy, if set in the midst of vitiating influences," forgetting that the most practical method of finding compass errors, is by swinging ship in port. That the magnet is not the flirt nor the coquette trifling with the various magnetic attractions, but a most faithful and obedient servant, answering to the various forces that act upon it, with the most vigorous integrity, and in the last part of the paragraph above quoted, giving the compass adjusters a fine compliment, by intimating that the chief business of these tinkering adjusters, is to surround the compass with vitiating influences.

And in his desire to have the accomplished young men of the navy establish compass stations he has forgotten, or perhaps never considered, that we have already, in our "list of lights on the lakes," the geographical co-ordinates of place, of all the lighthouses on the lakes and rivers, whence their mutual courses and distance, can be readily found, as I purpose to show in a future number of the RECORD.

The compass stations, which your correspondent would establish, would be helpful in verifying or proving the quality of the work, of the tinkering adjusters, but the mutual bearings of two lights, between which a vessel can place herself, would have the same merit, and be within the reach of any person who has enough knowledge of arithmetic as will enable him to reckon accounts correcly, but neither can supersede the swinging of ship. H. C. PEARSONS.

LIFE SAVING SERVICE.

ASHTABULA, O., May 1 1888.

To the Editor of the Marine Record:

In reply to the ex-keeper I am glad my letter of a few weeks ago has made a rattling among the dry bones. In my statement contradicting Mr. Kimball's letter to the MARINE RECORD, I spoke from an experimental knowledge from what I saw day after day for three or four years, in a station that has done more work saving life and property than has ever been done at any port on the lakes in the same length of time (see annual reports). I will ask ex-keeper if the Merriman life dress, as it was found, was what stations should have. I saw two in the station where I served. On one occasion a man was enveigled into one and came near drowning before we could get him ashore and out of the trap. Who are paid salaries from $1,000 to $1800, per annum to see that such things are what they should be. Again, there was a hand cart at this station used for transporting the Lyle gun and apparatus, which, when loaded with the actual service gear, would not stand alone and it was all the station could get. With the several quarterly visits from superintendent, inspectors and other life saving officers whose work consist mainly of drawing their salaries and reprimanding keepers for finding a grease spot on the cook's floor, such things should, and I believe, could be remied if they were as much interested in the efficient working of the service as they are in drawing their salaries, collecting their milage and "sounding their own praises." In this same station if anything was needed that it took a pine board and a dozen nails to construct, the keeper was compelled to pay for them out of his own pocket or beg the necessary means of some one connected with a department that would furnish material if employes did the work. Why are not such things provided when the work is ordered, and who are supposed to provide if not the superintendent? What are these officers for? They ought to do something to further the interests of the service and if they, in their great wisdom find the way, they ought not to expect the keepers to provide the means, for developing some of their grand ideas. That Mr. Kimball was the means of raising the service to its present condition, raised the pay of keepers and crews, and has kept his eye peeled for the best interests of all is anything but true. I could tell what raised the pay of the active workers in the service, but time and space are limited and I will ask Mr. Ex-keeper if it was for the best interests of all that the crews were cut down to seven men, when to do the work at any time it took every man, including the keeper, who, when the use of the beach apparatus becomes necessary, ought to have nothing to do but use his judgment and direct the movements of the crew; and was it for the best interests of all that Mr. Kimball directly opposed the recent measure to increase the pay of keepers and surfmen, when it is no secret that with such able advocates in the marine interest, congress was willing to grant anything to them within the bounds of reason. Actions are more conclusive than words, and when we can see what men do we can tell what their intentions are, and the service to-day is crippled, by not having practical men at the head instead of theorists, who care nothing for those who do the work so long as their nest is well feathered, and I ask ex-keeper to explain just how advantageous such things are to the service or country. Ex-keeper says he personally is in favor of more pay, but at the same time says the surfmen would rather work at dock building and dock wholloping than put in their time with nothing more than about an hours work per day. If his station was kept up, with an hours work per day. I am not surprised that he is ex-keeper for where I served, we stood four hours watch twice during every twenty-four hours and kept up the work in the station, beside gun drill, boat drill and other duties that would be new indeed to any one who could manage a station with one hours work a day. We found plenty to do, without the extra deck building etc. Ex-keeper's remarks about the writer being one who could "growl, but not work" are just what might be looked for from that source, and I have only to say in reply that, as surfman, my record is perhaps as creditable as his as keeper.

during this discussion anything more of a personal nature is indulged in. I shall mention a circumstance that perhaps will not redound much to the credit of the author of the ex-keeper little.

EX SURFMAN.

LAUNCH OF THE GLADSTONE.

Notwithstanding the fact that the launch of an 1800 or 2000 ton carrier is very common at this port, the christening of the large new steambarge Gladstone, built for Messrs. M. A. Bradley, Criss Grover et al., of this city, by Wm. Radcliffe & Sons at their yard, on Saturday, April 28, was an event of much interest to very many who gathered to witness the same. This fine steamer is 285 feet keel, 303 feet over all, 40 feet beam, 24 feet depth of hold, and has a capacity of about 2300 tons. She is very strongly built and a finely finished boat, with iron arches and iron strapped, built of the best material that could be procured and as staunch as wood and iron can make her. Her engines are triple expansion, 21 high pressure, 32 intermediate and 52 low pressure cylinders, with 42 inch stroke, built by the well-know firm of Messrs. Hodge & Co. of Detroit, Mich. She has two Scotch type boilers 12 feet diameter by 12 feet long, allowed 150 pounds pressure to the square inch, built by the Lake Erie Boiler works, Buffalo, N. Y. She will be fitted out and rigged by Messrs. Grover & Son of this city, and doubtless will be provided with the best of everything. Her cost is about $130,000. Capt. Henry W. Stone will command her, and Mr. Henry Tyler will be chief engineer.

This splendid boat was timed to go off the ways at 2 P. M., but she was not ready until about 2.20 P. M., when Mr. Radcliffe gave the signal to cut her loose. Like all launches under the management of Radcliffe & Son, this was in every particular a success. She glided off the ways as evenly as could be, and landed into the water like a duck (a large one) and the cheers of the multitude which lined the railroad track, ship yard, docks and neighboring vessels and the whistles of tugs and steamboats near by.

This is probably the last vessel they will build at the Radcliffe yard, as the interest is by this time transferred to the new Drydock and Ship Building plan', which will be superintended by Mr. Wm. Radcliffe, who has demonstrated the fact to the satisfaction of all men interested in lake marine, that as a ship builder he has reached the altitude of his profession.

THE ANNIE M. ASH.

The largest sail vessel ever built at this port was launched at the upper shipyard of James Quales Sons on Tuesday afternoon at 2 P. M. This finely modeled and handsome looking vessel was built for the Hon. Jas. Ash of Buffalo, N. Y., she is iron strapped and has been constructed of the best material and in the most careful manner that could be. Her dimensions are 240 feet keel, 250 feet over all, 38 feet beam and 17 feet hold and a capacity of 2000 tons, making her 25 or 30 feet longer than any sail vessel ever built at Cleveland.

This vessel, besides being "fair to look upon," has all the latest improvements for handling her and taking on an off cargo. She has a steam hoisting gear and a boiler for making her own steam. Is also provided with a Providence steam windlass and capstan and other labor-saving machinery, which maker her one of the best equipped schooners on the lakes. She has four spars, fore and aft sails, staysail, jib and flying jib. The day was cold and raw, but it did not keep back the crowd who assembled to see the "May Queen" christened. At two o'clock sharp Thomas Quayle "swung his hat," and she slid along the ways and gracefully and quietly dropped off into the water, making the least splash and sea of any vessel launched this spring. She immediately righted up and lay in the river as graceful as a swan. She was drawing 6 feet 5 inches aft and 5 feet 10 inches forward and cost $75,000. Capt. Joseph Collins, who has faithfully and cleverly looked after her construction, will command her. She is ready for sea and went to load for Duluth, expecting to leave on Saturday in tow of the steambarge Calumet. Mr. Ash is very much pleased with his handsome boat, saying: "I was pleased with the steamer Pascal P. Pratt, but I am more than pleased with this fine vessel. Messrs. Quayles may feel justly proud of this vessel, for she is doubtless the finest schooner ever launched on fresh water.

LAUNCH OF THE HENRY J. JOHNSON.

On Saturday, April 28th, the fine new steam barge Henry J. Johnson, built for Mr. Henry J Johnson et al. by the Cleveland Dry Dock Co., a description of which we gave our readers last week, was launched at the slip of the Dry Dock Co. A vast crowd of people began to assemble early, and they continued to come until the yawls, docks, and vessels adjoining were covered with men, women and children to witness the launch. It was a success, and when we consider what might occur in event of any mismanagment on the part of those who have charge of the work, we congratulate them upon the judgment and caution shown. At about 3:15 the signal was given, and the huge vessel, like a thing of life, rapidly slid along the way into the water, washing down the dock on the opposite side of the river with the sea she kicked up much to the discomfiture of quite a number who were standing close enough to get the benefit of the deluge.

This boat was built under the eye of Mr. Presley, interested for the owners, and under the supervision of Mr. Frank Wright and Mr. Jno. Drackett who looked out for the Dry Dock Co. and she has been pronounced one of the finest modeled wooden boats ever built on fresh water. She will be fitted out by the well known ship chandlers and riggers Messrs. Upson and Walton of this city, and it is unnecessary to add that she will be well supplied with the best of everything she needs, including a Providence steam windlass and capstan from the American Ship Windlass Co., and steam steerer.

THE tonnage bill so ably advocated by men whose patriotism and national sympathies are beyond question, and who represent the most superior and elevated minds of the mercantile marine has had a complete set back; yet we sincerely trust that these very attributes will allow them to rise superior to the present emergency and by increased and persistent efforts ultimately succeed in proving to our gifted legislators that the most direct path to establish and hold a mercantile marine is to liberally foster and encourage our own shipping industry and not those of a foreign and consequently antagonistic power. Certainly we may rest assured in the fact that the people who can build good vessels for a foreign government, can build equally good and perhaps better vessels for themselves. At the same time they would be gaining most useful and practical knowledge by having the experience paid for. Let us not say by the United States.

The steamer Chemung, built by the Union Drydock Co., Buffalo, has Herman Winter's patent hawse pipe stopper and the A. M. Peck, for the Northwest Transportation Co., building by Detroit Drydock Co., will also have it the same as their steamer last year the Fayette Brown. This stopper effectually stops all water from entering the hawse pipes.

The publishers of the Directory assert that the impression that when the proprietor of a newspaper undertakes to state what has been his exact circulation, he does not generally tell the truth is an erroneous one; and they conspicuously offer a reward of $100 for every instance in their book for this year where it can be shown that the detailed report received from a publisher was untrue

WRECKING COURTESES.

On March 1st, 1886, Mr. H. A. Heyler, British charge d'affairs at Washington, in the absence of Sir Sackville West, forwards to Lord Lansdown a copy of a note from the United States Government calling attention to the question of wrecked vessels in the waters conterminous to Canada and the States. In it Mr. Bayard suggests that the adoption of the measure of reciprocity proposed by the Act of Congress of June 19, 1878, would remedy existing evils and promote the interests of good neighborhood and humanity; and adds that the President is desirous that the subject may be re-submitted to the consideration of her Majesty's government with the hope that some understanding may be arrived at for the mutual benefit of the important interests concerned.

On April 22 Mr. Bayard wrote to Sir Sackville West, stating that the representatives of the American shipping interests on the great lakes had just made representations to his department about the necessity of arriving at an understanding in relation to the matter as soon as possible, in view of the fact that the season for navigation was again opening.

On September 24 Mr. Bayard officially brings before her Majesty's Government the fact that American collectors of customs are accustomed to grant to foreign tugs when towing foreign vessels in United States waters the privilege of going to and from one point to another in American harbors, provided the tugs originally towed

said vessels into United States waters. He says:

It is alleged that under the rulings of the Canadian authorities an American tug must cross the lakes several times to accomplish in Canadian waters what a Canadian tug can do in our waters in a single trip.

On March 31, 1887, an order-in-council was passed embodying the report of a sub commitee of council which says:

The sub-commitee are unable to find any evidence that Canadian tugs in United States waters have any privileges which have not been conceded to United States tugs in Canadian waters, except in the case provided for under section 4 370 of the Revised Statutes of the States. The sub-commitee state, that the privileges covered by the foregoing sections have not been extended to Canadian tugs when visiting American harbors in the upper lakes of the dominion, but interpreting the sections as extended to all harbors in the United States situated on lakes Ontario, Erie, Huron and Superior, and in the rivers connecting the said lakes, they recommend that the regulations governing tugging in Canada be amended so as to extend to American tugs when in Canadian waters the same rights and privileges granted by the United States government to Canadian tugs when in American waters,

As a result of this the Treasury Department issued a circular to all collectors of customs at lake ports notifying them that the privileges under section 4.370, Revised Statutes, must be accorded Canadian tugs when visiting American harbors of the upper lakes.

On May 18, 1887, Mr. Bayard acknowledges with cordial satisfaction the arrangement which had been arrived at.

On March 28, 1888, Sir Lionel Sackville West forwards to Lord Lansdowne a copy of a despatch addressed to the Marquis of Salisbury on a private letter from Mr. Bayard. The despatch runs:

I have the honor to inform your lordship that I have received a private letter from Mr. Bayard referring to correspondence relative to the establishment of a reciprocal arrangement for rendering aid to vessels wrecked in the waters between the United States and Canada upon the terms proposed by the Act of Congress of June 16, 1878, and informing me, in view of the fact that a bill is now pending in the Canadian Parlament relative to this subject, that the President is ready to issue the proclamation contemplated by the above-mentioned act as soon as he shall be officially notified of the readiness of her Majesty's Government to accept the reciprocal arrangement tendered by the Act in question.

CHICAGO RIVER TRAFFIC.

In response to a call from Alderman Clark, of the river and bridges committee, a conference was held Thursday afternoon at the lumber exchange, which was attended by aldermen, tug men, lumber men and vessel owners, as well as other interested citizens.

Mr. Van Schaick was elected chairman, and presented the following statement of the case from a marine standpoint:

GENTLEMEN—The attendance of so many representative business men at this meeting, and the presence of a portion of the city council, is evidence that important questions will be presented for discussion and consideration. Questions that affect both the present and future of the city, its citizens generally, tax-payers, railways, the future value of property, the employment of thousands of men, and the indirect support of a large portion of the inhabitants of the city.

Legislation is pending in the council, in relation to closing the bridgers for a longer period morning and evening than in 1887, and a system of night towing is proposed. The committees to whom this has been referred are here to discuss the relations of the city government to the shipping interests and hear the arguments of those engaged in the commerce of this port, whose business or property would suffer injury from any radical change in the existing rules governing the harbor and the river. As the time would not allow any lengthy arguments, my association in the marine interests, have chosen me to present their respectful protest in any change that will cause greater delay in navigating the river, and state the reasons why the objection is made.

In advocating the cause of vessel and tug owners I can not wholly avoid alluding to other kindred interests, as they are closely allied to and identified with the commerce of this port, but my statements will be confined as nearly as possible to the vessel interests, and leave to others to explain the effects on real estate, stocks, etc.

A residence of twenty-nine years in this city, ten years at Milwaukee, and thirty-four years a vessel owner, with vessels trading continuously at this port, has led me to consider what mutual benefits are derived by cities and individuals from an extensive and growing marine interest. No gentleman present doubts that a great benefit has been derived by this city from the lakes and the tonnage which seeks this port, nor does any candid man and good citizen desire to check its increase or limit its extent, nor would any good citizen intentionally place obstacles in its path that would divert its benefits to a rival port.

Go back, gentlemen to the period between 1850 and 1860, when the foundation of Chicago's commercial future was being laid, by building and extending railways, whereby the vast products of the west have been drawn toward Chicago, and in many instances contrary to all former rules of transportation.

What caused these railways to center here, but the superior facilities of water shipment, and the capital to construct elevators and docks, which was forthcoming when required, and the favorable means of transporting by lake not alone the grain of the west in transit to the ocean, but an immense quantity of merchandise, salt, lumber, and ore, which sought here a point for distribution?

If this branch of the business of Chicago was not desired and was not an important factor in the commercial life of the city, why was the channel of the river deepened and kept navigable at the city's expense, and why is this being done every year? And why has the government expended vast sums in improving the harbor?

Every intelligent citizen knows that the future of this city depends on its commerce, which has attracted naturally so many lines of railway. Combined, these two elements of Chicago's growth have caused many millions of capital to be invested here and given us in fifty years the largest and most enterprising city in the interior of this continent.

If any gentlemen present is uncertain what effect an increase or decline of the marine interest of a city has upon its growth, let him compare Chicago, whose commerce has steadily increased for twenty years, with Cincinnati, St. Louis, and New Orleans, whose river business has gradually declined. Before the population of this city reached 500,000, its lake and river commerce was encouraged, and what was the result? More than forty miles of docks have been built and occupied, and Chicago became the largest grain shipping port in the world, and is now the largest market for salt, provisions, and lumber in the United States. The arrivals and clearances of vessels exceed 22,000 during the seven months of navigation, and exceed any American port. The system of wharves now in use add largely to the value of city property generally and to the gross sum of annual taxation.

The vessels owned at this port aggregate a large value, and that is also taxable, stocks of merchandise, coal, lumber, and salt, and the stores from which distribution is made, are subject to taxation and yield large revenue. But the greatest benefit lake commerce has conferred on this city is the employment given to citizens in all departments of labor and business which enables them to occupy its property and support its merchants, mechanics, and manufacturers.

The number of men directly supported by the vessel interest can not be correctly stated, but I estimate the sailors and stevedores at 4,000, the lumbermen at 12,000 and those employed at coal and salt docks, stone yards and railway and steamship docks, at 5,000 more, and they are the support of more than 10,000 families.

Now, gentlemen, with this splendid record of what the shipping interests has done for this city, dating from 1833, when the garrison was supplied by schooners from Lake Erie, and ending with a local fleet of more than 400 vessels, and 50 harbor tugs, vessel men have proof in the legislation of the council during ten years past and the frequent allusions of city papers and of citizens who have suffered delay at a bridges, that Chicago is becoming unfriendly to the vessel interest beyond reason and fairness, and with no precedent elsewhere seek to curtail the privileges accorded to Chicago vessels at other ports.

I do not charge this change to a wilful desire to place obstacles in the path of vessels, but the city has grown so rapidly and become so prosperous that citizens do not consider it necessary to encourage or con-

CHICAGO DOCKS CANNOT BE REMOVED

to Milwaukee or Duluth, but Chicago capital, vessels and sailors can seek the most desirable location, and the change will be made unless the condition of business warrants remaining here. The picture I present may seem overdrawn, and you may question whether Chicago need fear or consider any rival port.

The vessel owners of this city, and those of Buffalo, Cleveland and all the lake ports, have a claim on the city for fair and impartial treatment. Inspired and encouraged by past experience and the privileges accorded them in all lake ports, they have invested large sums in steamers and vessels, and the leading eastern railroads with terminals at Lake Erie ports have built large fleets to bridge over the distance with low rates of freight compared to all rail shipment, and by this means have prevented "cut-offs" and a diversion of the trade from Chicago. Local mining corporations at the east have also built steamers and purchased or leased docks in this city, to enable them to deliver fuel here at a moderate cost, which is a direct benefit to all classes, besides snaring our taxation. All this has been done with the expectation that the facilities afforded them at other ports would be continued here. I do not believe the city can fairly and honestly break this implied obligation, and any loss to such companies must be eventually made good to them by an increased price for their product, and the loss fall in the end upon citizens. As a business man and a citizen, I believe a remedy can be found by the city to greatly reduce and eventually remove the annoyance the public suffers from the delay at the bridges, and at the same time to allow the marine interest of Chicago to grow and remain a lasting benefit to the city.

VESSEL OWNERS KEEP PACE

with the demands of commerce by building steamers and larger vessels, and study to reduce the cost of transportation and still enjoy a profit and increase their tonnage and attract business to the lakes. The city has not kept pace with the demand for bridges and tunnels and the result is there is too much traffic for the capacity of the bridges. An individual or company would add to the number of modern double track steam bridges and build at least two more tunnels. In fact, it has been left for New Yorkers and Philadelphians to adopt this course. I predict for them great results, judging from the number of people they already transport under the river at La Salle street. As a citizen and vessel owner I sincerely hope that Chicago with her record as a progressive city will take no backward steps but increase rather than lessen the facilities for conducting the vessel business, and at the same time steadily add to the number of large steam bridges until the public is accommodated fully. The money received for saloon licenses alone in excess of former years, when low license prevailed, will build ten first-class steam bridges or three tunnels annually.

There is no better reason why vessels should be asked to abandon the use of the river during the day than that pedestrians should be compelled to use the bridges at night. It is not the custom in any city, and there is no good reason why it need be done here, unless by mutual agreement equally good facilities be provided, which is not probable.

I TRUST THE COUNCIL WILL CONSIDER

the bad effect a reduced number of hours for navigating the river by daylight will have on the business of this port, and the loss that must accrue to every man connected with the marine interest afloat or on shore. I believe a fair adjustment can be made and a satisfactory conclusion reached.

ALDERMAN CLARKE

followed, and said: "So far as I am concerned individually I want to say I am very pleased with attendance here to-day of representative marine men. And I think, after all, your interests and the interests of Chicago are identical. In speaking of the vessel interests of Chicago I don't think any difference of opinion exists as to its importance, but there are various things to be considered in that regard, and I propose to speak very plainly and frankly on the subject. The river is a material fact. It divides the south and the north and the west sides, making virtually three cities of Chicago. If it was a railroad it would be easy to viaduct it. But this is not the case. In briding the Chicago river it is necessary that those who cross the bridges—and they comprise nearly the entire population of the city—should be hindered more or less in their passage by the river traffic. As I understand the object of this meeting, it is to see if we can devise some means by which the least annoyance possible may be secured to all parties concerned. The city, as you know, is handicapped in the matter of appropriations to a certain extent. It has not been able to take as much care of the river as it ought to have done. As it is now, it is almost impossible to use more than one draw of any of the bridges—hence the facilities are cut down one-half.

IF VESSELS COULD BE BROUGHT

to have a schedule time, as railroads have, it would be a simple matter to regulate them, but a sailing vessel is subject to the influence of storms and changes in the wind. Last year, in otder to see if it wasn't possible to obviate some of these difficulties, the city adopted a system of operating the bridges by telephone, and also of lighting the river by night. And right here I want to say that there have been differences existing between the various river interests, which have worked against the marine interests as a whole. These must be bridged over. I believe there are a good many hours when vessels can be moved without serious inconvenience to the public, and I think the marine men should, by common consent, without any ordinance or compulsion, select those hours to open the bridges. The people are largely against them because they don't stop to become fully familiar with the subject. They know if they are detained fifteen or twenty minutes, and they don't stop always to think just why. I am frank to say I am not in favor of any arbitration limitation of time as to when the bridges shall be kept closed or when they shall be opened. The present ordinance simply results in more confusion, for when the bridges are kept closed for two hours it accumulates so many boats that it keeps them open all the longer when the two hours are over, and if we make it four hours we simply increase the trouble.

sult the claims of a factor in the growth of Chicago, that is really the only cause of the city being more than a Bloomington or an Indianapolis, which are good inland cities with ambition and rapid growth, but an uncertain future.

Vessel owners are quite willing to submit to an equitable division between vessels and the public of the use of bridges, but they do not regard the present attitude of the public and the expressed policy of the city authorities as in the direction of the best interest of the city and its general business. In Milwaukee, Racine, and Michigan City, Chicago has marine rivals not to be overlooked or disregarded. At either of these rival ports grain and any of the coarser freights can be landed and transferred cheaper than Chicago is doing or can do it. It is also true that nearly all the western and southwestern stations can be reached by railroad from Milwaukee at the current rate of freight from Chicago.

Duluth now receives wheat and Iowa and Nebraska are shipping corn to Washburn, Wis., in transit to the seaboard, that once came to this port. Michigan City, Racine, and Milwaukee receive and transfer lumber and coal which might otherwise be consigned to Chicago, and if you were familiar with the railroad business of Milwaukee you would be surprised at the daily arrival of cars of the Illinois Central, the Rock Island and the Burlington roads, loaded with grain consigned to Milwaukee elevators. The docks of Duluth and Washburn are crowded at times with merchandise that formerly came to Chicago.

But if we dont pull together and each one strive to accomplish that which we desire, the people and the press before long will insist that the bridges be kept closed entirely during the day time. That means a very serious detriment to the marine interests of the city, and I think can easily be avoided. If the gentlemen who represent the marine interests will come together and join us and strive to pass vessels and occupy the river as little as possible when it will conflict with the public, my own judgement is that the people will see they are doing the best they can, and then they will acquiesce in what they must submit to with much better grace than now; and public sentiment is strong when once it is started. As an illustration: We set a man counting one day last season, and found that in the same length of time that 1,800 people and teams were passing through the La Salle street tunnel, 64,000 people and teams went over the Clark street bridge. Now that the Wells street bridge is closed the Clark street traffic is probably 70,000. The opinion of those 70,000 people is a power, and a hard power to handle, for you can't go to them and explain the situation to each one. Then the tug men, I think are responsible for one of the great difficulties in the way of navigating the river at night.

They have but one crew and that crew has to get its sleep when it can. Of course, they are averse to night work when they can avoid it. I think this should be remedied by either hiring two crews or laying off part of the tugs for night work. Another evil will arise from the overloading of large boats, and the consequent delay from their getting stuck in the draws. This, I think, should be regulated by ordinance. I think the river should be operated under the telephone system, with a competent vessel dispatcher, and this I think can be secured with the co-operation of the marine men. Our harbor master will be uniformed this year so that they will be known, and they will have a boat so that they can patrol the river. But in all these things the marine men must pull together with the Council or we can do nothing.

Captain Dunham introduced the following resolution, which was unanimously adopted:

WHEREAS, The telephone system of controlling the bridges, inaugurated by the board of public works and now in use, has proved its efficiency and has been very advantageous to the public, vessel, and marine interests generally; and,

WHEREAS, The time lost by all concerned under the old system has been largely reduced under the present administration's equitable system; therefore be it

Resolved, That the steamboat, vessel, marine and other interest here represented, heartily indorse the present system of bridge management and also the efforts of Commissioner Swift in his endeavors to improve the system and reduce the annoyances and vexatious delays to the public and marine interests to a minimum, and further be it

Resolved, That it is the sense of this meeting that Alderman Clark, chairman, and the other members of the harbor and bridge committee are practical men and well qualified for their positions, and further that in adopting these resolutions this meeting expresses a vote of confidence in their ability to conduct the affairs of that commitee in a manner equitable to all interests concerned in the bridge question.

Around the Lakes Continued from 1st Page.]

TOLEDO.

Special to the Marine Record.

The arge steamer Louisianna arrived on the 30th inst. with coal from Buffalo.

Four dredges are at work on the Straight channel.

The tug Fannie Tuthill caught fire on the 27th inst. and burned out her cieling, frames, beams etc., forward of the boiler. Damage $500. Cause unknown.

The C. B. Benson was the first vessel to charter for Buffalo. She received 2 cents. She will leave in a few days.

The barges City of the Straights and S. J. Tilden arrived on the 25th. with 1,200,000 feet of lumber. The Tilden is a fine barge and will carry about 800,000 feet of dry lumber. They were towed in by the tug Pathfinder.

The fine steamer Greyhound will begin making her daily trips between here and Detroit about June first. She will land at Quayle's dock.

The Flora started on her first trip May the first.

On the 21st. inst. the tug owners met at Sullivan & Hubbard's, and formed an association composed of the following tugs: L. Birkhead. Captain F. Harmon, A. Andrews, Captain Ed Williams; M. A. Green, Captain Jas. McKinley; Jos. S. Spinney, Captain Jack Dunseith, Syracuse Captain Jas. Sheldon; Wm. E. Rooney, Captain Wm. Leaver and the Farragut, not yet in commission, Captain Chas. Hubbard was elected manager and L. S. Sullivan secretary and treasurer. The towing rates have not been formed. This is a strong line and is composed of all the tugs except the Pathfinder.

Captain Henry Crandall has resigned command of the tug Pathfinder and will run the tug American Eagle. The latter will tend the dredge General Meade, on the straight channel work

DULUTH.

The John McKay broke away from the ice during Saturday night.

Bay City longshoremen demand 50 cents per hour, and refuse to work for less.

Captain Sullivan will have the ice broken around the Fremont tomorrow and take a run out in the bay just to see how she works.

Wheat freights from Duluth are steady at 3½ to Buffalo. Charters have been made in total for nearly three-fourths of a million bushels.

Ice at all upper lake points is reported getting soft and rotten with the rain and warm weather. The straits and the Sault however, the keys to the situation on Lake Michigan and Lake Superior remain firm.

WYANDOTTE.

The railroad side track at the Wyandotte yard is being extended along the south side of the premises.

All the plates are on the new steel steamer Harlem, an exact duplicate of the Hudson, on the north side of the slip.

Craig & Son of Trenton will be the owners of the new side wheel steamer which they are now building for the river route.

The new composite steam ship at the Wyandotte E. M. Peck yard be launched Thursday May 3. The keel plate for the new boat for the Detroit and Cleveland steam navigation company is laid, and work will be pushed on her as soon as the composite is off the stocks. The new steamer will be an almost exact duplicate of the present City of Cleveland except that her furnishings will be even more luxurious.

Suprintendant E. A. Kirby is planning a cozy place for the workmen to eat their dinners during cold weather. The second story of a building at the south end of the yard will be fitted with steam pipes running completely around the room.

Mr. Kirby never "took a tumble" any quicker than he did on Monday, when he fell 20 feet into the ice cold water at the ship yard slip. The accident was caused by the slipping of a plank leading from the staging to the steamer Hudson, lying in the slip. After finding bottom beneath 14 feet of water, Mr. Kirby came to the surface and swam placidly to shore.

MILWAUKEE.

A rumor has gained currency in marine circles of Milwaukee and Chicago that the Lake Michigan & Lake Superior Transportation company, operated by Leopold & Austrian, of Chicago, has purchased the big propeller Wisconsin from the Detroit, Grand Haven & Milwaukee line. The rumor went further than this, and placed the new purchase on the line between Chicago and Mackinaw Island, the route laid out for the City of Traverse. The price paid is variously reported as from $45,000 to $70,000. If this statement is correct the City of Traverse will not be taken off the Duluth-Chicago line, and the Wisconsin will also run here during the early and latter part of the season. She is well known in Duluth and became a favorite during her season's business here in the Sarinia-Duluth line. Lake travelers and marine men would be glad to see her back.

W. W. Sly is having a new stern deck put on his boat. He also intends remodeling his cabin.

It will now be in order to reverse the forefoot and tow it [toe it.]

NOTICE TO MARINERS.

The Hon. William Smith, deputy minister of marine of the Canadian government, has issued the following notices for the guidance of mariners in Canadian waters: From and after the opening of navigation this year the hull of the light ship at the lower end of the Traverse, opposite St. Roch des Aulnaies, River St. Lawrence, below Quebec, will be painted white, with the words "Lower Traverse" in black letters on each top side, and will show two fixed white or bright lights, one from each mast-head.

The light ship at the upper end of the Traverse will be painted red, with the words "Upper Traverse" in white letters on each top side, and will show two fixed white or bright lights, one from each mast, and in addition a red light at a height of six feet above the bright light on the mainmast.

A wooden can buoy painted black is maintained by the government of Canada off the bank opposite the mouth of Matane River in the River St. Lawrence. The buoy is moored in seven fathoms water thee-quaters of a mile from the shore line. From the buoy, the light-house bears S.W.½S., and the end of the Matane wharf S ½ W.

An iron man whose reputation is ANo. 1, says that a valuable discovery had been made on the Vermillion. Within a short time an exploring party has discovered excellent soft hematite on a new mining property, and the ore has been pronounced equal to that of the Colby. It will now be possible for the Vermilion to furnished both the hard and the soft ores, with which to form a mixture. The gentleman who gave the news said that the Vermillion is undoubtedly the finest iron region in this country, and that the knowledge of the region was very meager as yet.

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Are furnished as, *Comfortables, Blankets Table-linens, Towels*, etc., as well as *Sheets, Pillow cases*, are *sewed to order*, at shortest notice. For 20 per cent less than big expensive establishments are accustomed to charge. Owing to the extreme small expenses of the Boston Dry Goods Store of Kohn & Co., 213 Detroit st., second door from corner Pearl it is *them only* who save 20 per cent unnecessary taxes. Give a trial order to KOHN & CO. 213 Detroit st., second door from corner of Pearl.

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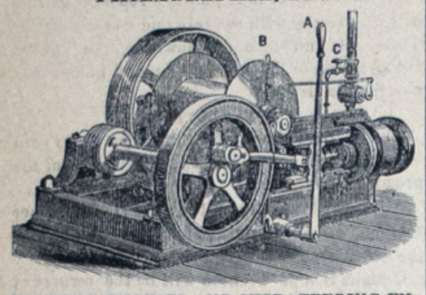

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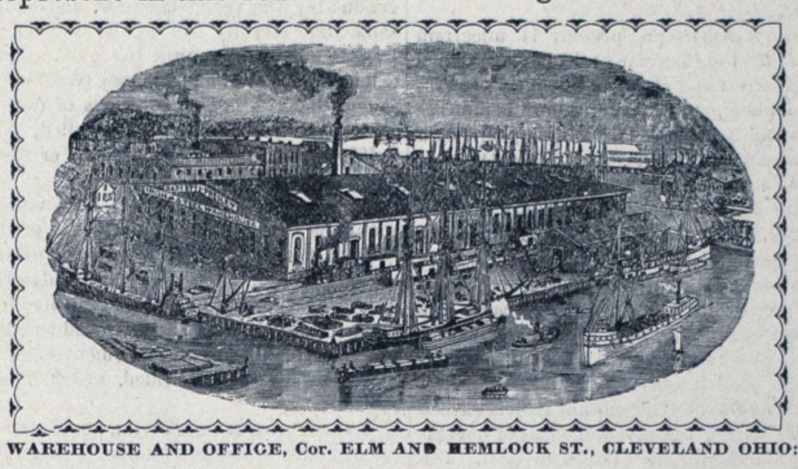

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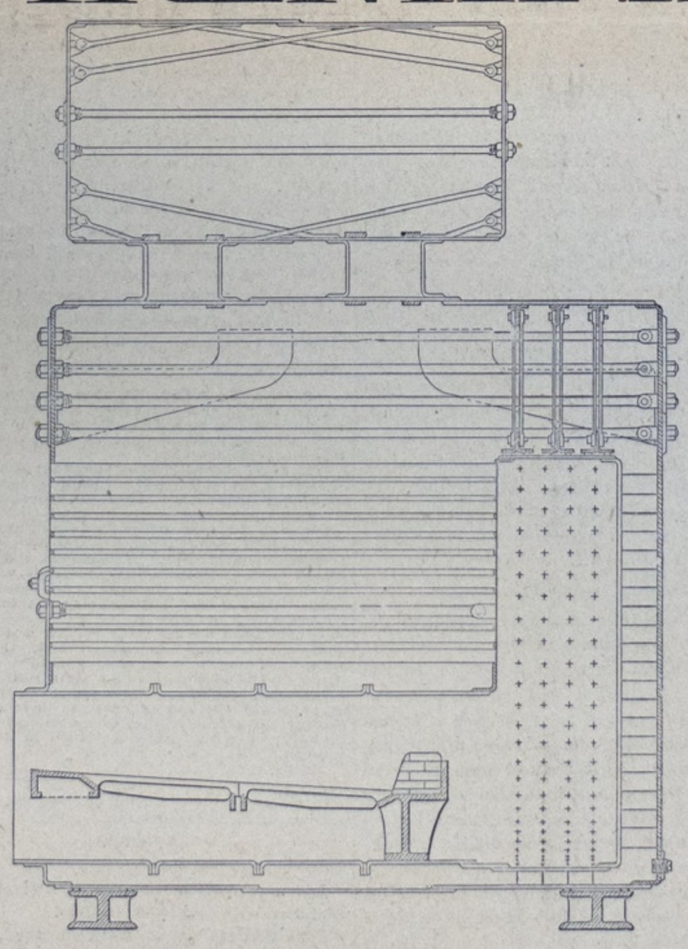

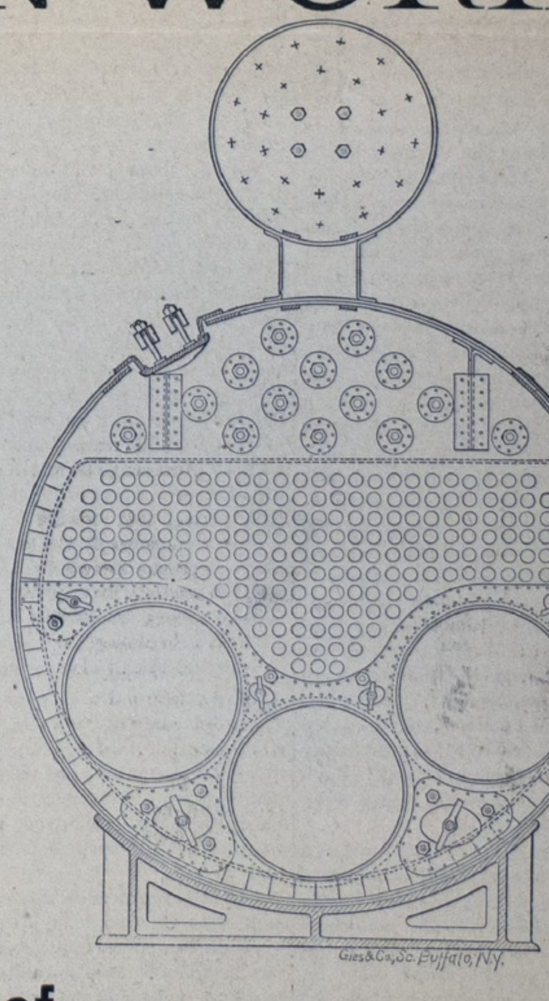

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Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwark	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"		*11 35 A M
No 12, N Y & B Fast Express	2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via " "	*5 30 A M	5 45 A M
No 25, Mich Accom Norwalk		†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*5 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 9:20 a. m and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

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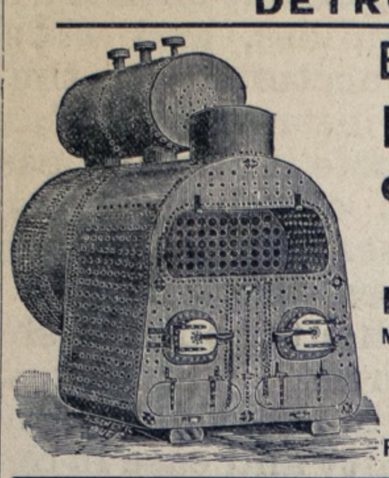
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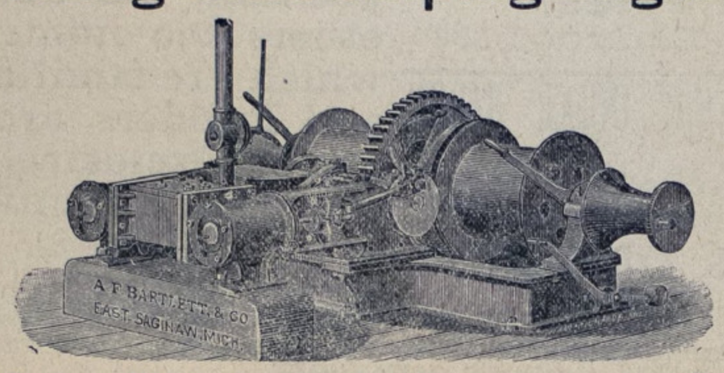

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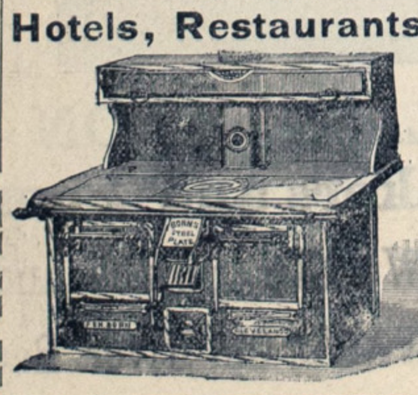
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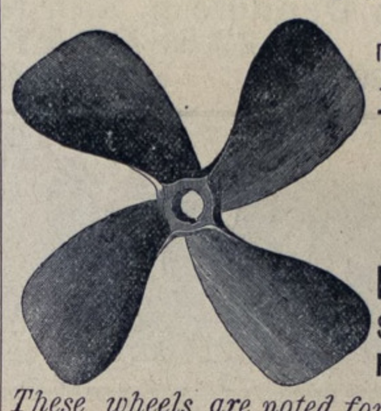
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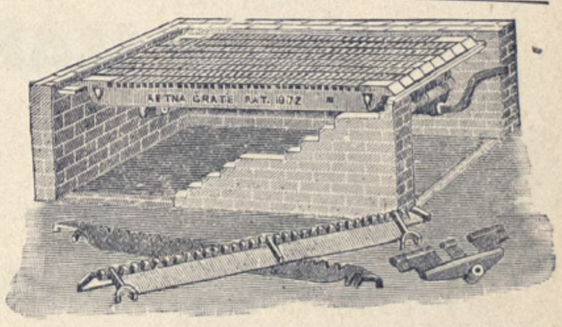

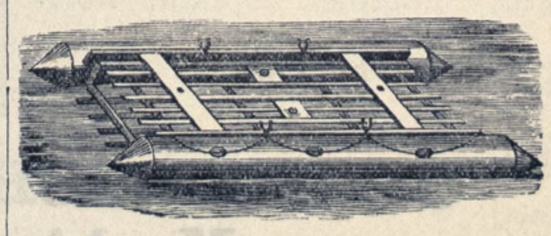
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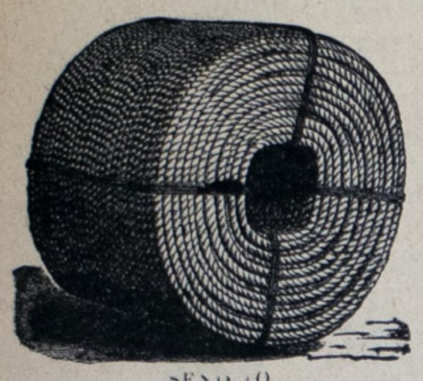

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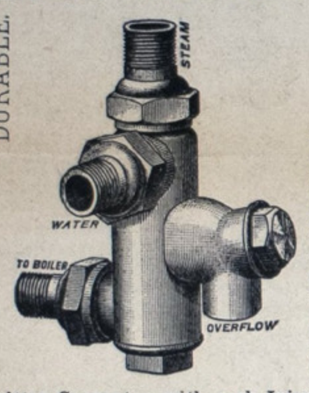

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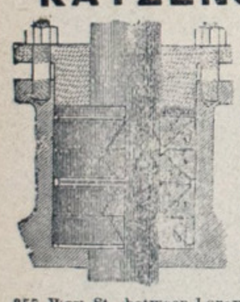

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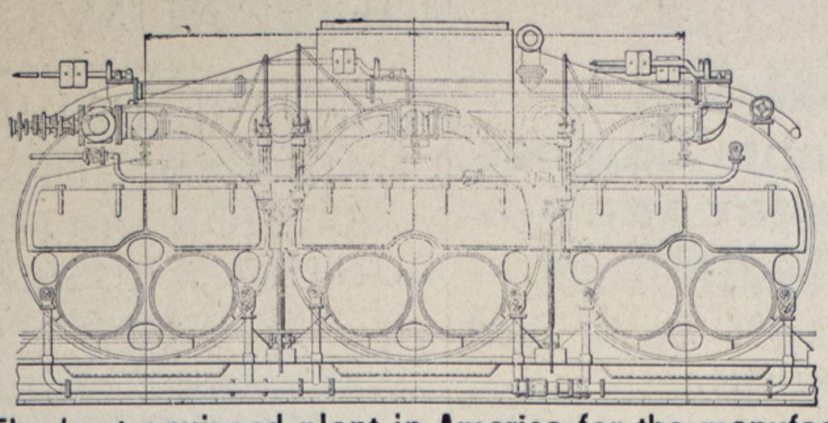

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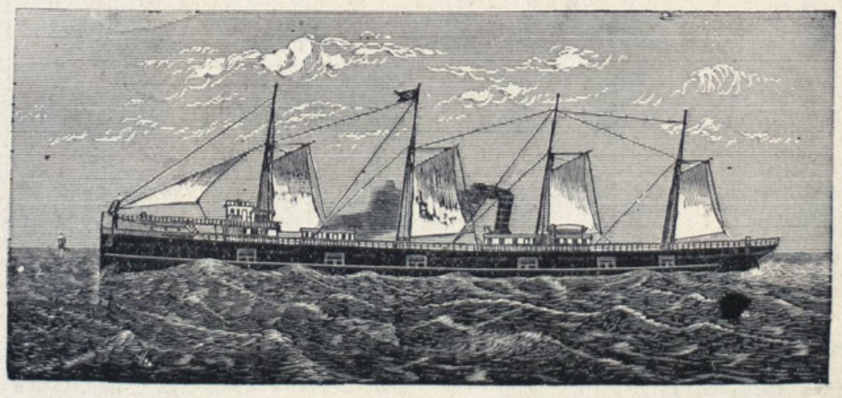

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